

there must be no interference in opening the exit by seats, berths, or other protrusions (including any seatback in the most adverse position) for a distance from that exit not less than the width of the narrowest passenger seat installed on the airplane.

(ii) For airplanes that have a passenger seating configuration of 19 or fewer, there may be minor obstructions in this region, if there are compensating factors to maintain the effectiveness of the exit.

(3) For each Type III exit, regardless of the passenger capacity of the airplane in which it is installed, there must be placards that—

(i) Are readable by all persons seated adjacent to and facing a passageway to the exit;

(ii) Accurately state or illustrate the proper method of opening the exit, including the use of handholds; and

(iii) If the exit is a removable hatch, state the weight of the hatch and indicate an appropriate location to place the hatch after removal.

(d) If it is necessary to pass through a passageway between passenger compartments to reach any required emergency exit from any seat in the passenger cabin, the passageway must be unobstructed. However, curtains may be used if they allow free entry through the passageway.

(e) No door may be installed between any passenger seat that is occupiable for takeoff and landing and any passenger emergency exit, such that the door crosses any egress path (including aisles, crossaisles and passageways).

(f) If it is necessary to pass through a doorway separating any crewmember seat (except those seats on the flightdeck), occupiable for takeoff and landing, from any emergency exit, the door must have a means to latch it in the open position. The latching means must be able to withstand the loads imposed upon it when the door is subjected to the ultimate inertia forces,

relative to the surrounding structure, listed in § 25.561(b).

[Amdt. 25-1, 30 FR 3204, Mar. 9, 1965, as amended by Amdt. 25-15, 32 FR 13265, Sept. 20, 1967; Amdt. 25-32, 37 FR 3971, Feb. 24, 1972; Amdt. 25-46, 43 FR 50597, Oct. 30, 1978; Amdt. 25-72, 55 FR 29783, July 20, 1990; Amdt. 25-76, 57 FR 19244, May 4, 1992; Amdt. 25-76, 57 FR 29120, June 30, 1992; Amdt. 25-88, 61 FR 57958, Nov. 8, 1996; Amdt. 25-116, 69 FR 62788, Oct. 27, 2004]

#### § 25.815 Width of aisle.

The passenger aisle width at any point between seats must equal or exceed the values in the following table:

Passenger seating capacity	Minimum passenger aisle width (inches)	
	Less than 25 in. from floor	25 in. and more from floor
10 or less .....	12	15
11 through 19 .....	12	20
20 or more .....	15	20

<sup>1</sup>A narrower width not less than 9 inches may be approved when substantiated by tests found necessary by the Administrator.

[Amdt. 25-15, 32 FR 13265, Sept. 20, 1967, as amended by Amdt. 25-38, 41 FR 55466, Dec. 20, 1976]

#### § 25.817 Maximum number of seats abreast.

On airplanes having only one passenger aisle, no more than three seats abreast may be placed on each side of the aisle in any one row.

[Amdt. 25-15, 32 FR 13265, Sept. 20, 1967]

#### § 25.819 Lower deck service compartments (including galleys).

For airplanes with a service compartment located below the main deck, which may be occupied during taxi or flight but not during takeoff or landing, the following apply:

(a) There must be at least two emergency evacuation routes, one at each end of each lower deck service compartment or two having sufficient separation within each compartment, which could be used by each occupant of the lower deck service compartment to rapidly evacuate to the main deck under normal and emergency lighting conditions. The routes must provide for the evacuation of incapacitated persons, with assistance. The use of the